

Intimations.

Hongkong, 25th June, 1901. [668]

Co-day's Advertisements.



NOTICE

FOUND IN QUEEN'S ROAD CENTRAL on the 15th of May last, a GOLD BROOCH, Branch and Leaf pattern, set with small Pearls. The Loser may recover the same by applying to the CAPTAIN SUPERINTENDENT OF POLICE, Hongkong, 28th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

DURING my TEMPORARY ABSENCE from the Colony, Mr. P. DE CHAMPEAUX will assume the charge of the above Company's Agency at this Port.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th June, 1901.

HONGKONG WATER POLICE ASSOCIATION.

ENTRIES for the SHIELD COMPETITION CLOSE on SUNDAY, the 30th instant.

A. E. ALVES, Hon. Secretary.

Hongkong, 28th June, 1901.

FOR SALE.

THE German Steamer

"MUENCHEN,"

4,536 tons gross, 2,855 tons net, as the new lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances on board. For Particulars and Inspecting Order, apply to

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD.

Hongkong, 28th June, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HUGHES & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 a.m. to 5 p.m.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY, Hongkong.

BIRTH.

At Fontenoy, Northam Road, Peking, on 18th June, the wife of A. M. DURLER, of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 28, 1901.

NOTES AND COMMENTS.

Skyscraper Buildings.

We must congratulate the Hon. F. H. May upon the motion which he brought forward at yesterday's meeting of the Sanitary Board on the subject of lofty buildings. The manner in which houses are being run up to three and four and even five storeys all over the Colony is scandalous, particularly when one takes into account the fact that not only are many of these lofty dwellings fronting upon very narrow streets, but that the Chinese are adding additional storeys to old which, in many instances, are not fit for the extra weight and must sooner or later, result in a series of collapses and probably loss of life.

Mr. May's motion to restrict the height of houses to one and a half times the width of the road, exclusive of the footpath, is a very wise one and a step in the right direction. Had we broad streets and lanes houses could, we admit, be run up to a great height without much danger to public health, but our city has been laid out upon very niggardly lines as regards street and lane areas, practically no breathing spaces have been preserved, and the piling of one storey upon another simply means that so many more people consume the air of which there is at present too little, and the light, the greatest of purifiers and disinfectants is totally excluded from the dwellers on the lower floors.

But Mr. May had of course to put in a word for the much abused Government when it was pointed out to him that he was simply proposing a matter which had before been brought forward by the Board, shelved for two years, and then mutilated so as to be of no possible benefit to those in whose interests it was brought forward. His excuse savoured too, of "anxious consideration" of which we have heard so much of late. According to Mr. May, one would be led to believe that no Governor can look into any common sense measure until he has been here a year or two. He quite forgot to say why, but that we suppose is still a question that requires further "anxious consideration" before it can be answered.

But leaving Mr. May as the Government apologist alone, we sincerely hope that the present suggestions will be allowed by the Government to become law. At all events, even Mr. May must admit that the Governor has now been here quite long enough to allow of his tackling the subject without impropriety.

Mr. Osborne's Private Hospital.

Our Kowloon readers will be pleased to see that there is a prospect of Mr. OSBORNE'S private hospital being removed from their midst. We were very much surprised at such a proposal being brought forward, and still more surprised at its receiving the sanction of the Board. But the Board doesn't live in Kowloon and so Kowloon residents may go hang for all it cares. We never hear of proposed plague hospitals at the Peak where the taipans live, and it does seem rather a shame that the poorer Europeans should never be taken into consideration. As for the proposed private hospital, it was solely and simply for the Godown Company's good that it was proposed, and solely and simply for the good of that Company that it was carried.

Looking at the matter in this light, it would suggest itself to most people that Mr. OSBORNE'S sudden change of front as regards the treatment of Chinese plague cases in their own homes was simply for the good of the Godown Company which has the honour to represent. At all events it is a significant fact that the change of view of Mr. OSBORNE was coincident with a feeling of unrest amongst the Godown coolies. It is straws like this that show which way the wind blows.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

REBELLION IN THE NORTH IMMINENT.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, June 28th.

11.30 a.m.

Directly the troops withdraw from here, a terrific rebellion appears imminent in the North.

Tung is seriously menacing the country, possessing both money and arms, and increasing his following.

His object is to prevent the return of the Court to Peking.

Received 2.10 p.m.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

ARMY REFORM. DEBATE IN THE HOUSE OF LORDS.

LONDON, June 26th.

In the course of a debate on the Army in the House of Lords, Lord Raglan said that if the present recruiting inducements were found to be insufficient, the Government would not hesitate to submit proposals necessary to secure an efficient Army.

LATER.

PARLIAMENT. MINISTERIAL LIABILITY.

The Ministerialists, relying upon the largeness of their majority, have latterly been very slack in their attendance at the House, and as a result some narrow majorities have been recorded. The Whips threaten to issue a black list of absentees.

MR. KRUGER.

Mr. Kruger is visiting Rotterdam. He has met with a great ovation.

ANTI-CLERICAL MOVEMENT IN SPAIN.

The Anti-clerical movement in Spain is growing in violence.

WEATHER REPORT.

The Observatory report says:—On the 28th at 12.10 p.m. the barometer has risen slightly on the China coast. Pressure is highest over the Pacific to the S. Japan, lowest over Central China. Gradients slight for S. winds on the coast, and in the N. part of the China Sea. Forecast:—Moderate S. winds; locally, showery.

LOCAL AND GENERAL.

ITEM.—The dredger *Canton River* had not been raised up to the time of going to press.

WE remind our readers that, according to advertisement elsewhere, entries for the Water Polo competition close on Sunday the 30th inst.

THE Sanitary Board closed a well at No. 14, Des Vaux Road, as the water was proved unfit for potable purposes and liable to prove injurious to health.

A NEW steamer, the *Nanshan*, belonging to the "Shan" line of steamers owned by Messrs. Bradley & Co., arrived here yesterday. Her former name was the *Robert Harrowing*.

THE premises known as Wild Dell, East Point, having been declared by Dr. Clark not to be fit for human habitation, the premises were declared closed until further notice, by order of the Sanitary Board.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

WE hear, says the *Pingang Gazette*, that the s.s. *Catherine Apcau*, which arrived here on the 16th from Gokulita, had no less than 637 sheep, 237 goats, 3 buffaloes and 1 cow washed aboard, all of which were consigned to Penang and intended for this port and the Native States. The *Catherine Apcau* arrived in Hongkong on the 26th inst.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
1. Selection, "The Shop Girl".....Caryl.
2. Song, "Abide with Me".....Liddle.
3. "Waltz".....Hobbs.
4. "Gavotte".....Zephyr.
5. Selection, "Son Toy".....Jones.
6. "March".....Olat.
(Concert solo).
"God save the King."

WE are very pleased to see that the watchmen employed by two or three firms in Queen's Road are stopping coolies and others from loitering and gaping in front of shop windows. If this were done by a few more shops and offices in the town, the footpath would soon be used for its proper purpose, to walk on, not to meander over and collect in groups, to the inconvenience of people with definite business.

A REGULATION has been put into force preventing people from boring holes in kerosene tins and thereby extracting oil whilst the tins are lying in boats or lighters on the river. The various amply have received orders to see that this is strictly enforced. Nevertheless a Chinaman was seen hard at work quite recently, says the *Siam Observer*, perpetrating this swindle right in front of the Harbour Master's Office.

HIS Excellency Major-General Gascoigne, C. M. G., Commanding the troops in China, let the cat out of the bag in his letter laid before the Sanitary Board yesterday afternoon, on the subject of rats using the Parade Ground. We know now that when little business matters are brought to the notice of our worthy Government officials, they think it better, as time elapses, to let these matters drop. Of course, as time as a rule does elapse (by degrees), it naturally follows that these matters drop. Clear enough, isn't it?

IT is rather rough of the Gymkhana Committee to be pulling the public as they have been to-day. We met a sandwichman this afternoon calmly parading the town with two big placards announcing the fact that "A Gymkhana will be held to-day." By the time we had chartered a ricksha, paid the fare in advance (for the coolie knew us by sight and wouldn't carry us otherwise) we found that, a little lower down the placard said something about Saturday. By the time we had got out of the ricksha and found somebody who knew what day of the week it was we had wasted half-an-hour. Then we came back to our sanctum and said unkind things about all Gymkhanas and their Committees from the days of Noah.

WE would call the attention of our readers to the offer of a prize of fifty dollars, made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. to-morrow. All articles to be addressed to:—

The Editor, "Hongkong Telegraph," 50, Queen's Road Central.

THE Sanitary Board of Kuala Lumpur has now to do without market dues which, last year, yielded over \$2,000 says the *Straits Times* of the 21st inst. In connection with this item it may be noted that the Board made more than one attempt to reduce and regulate the price of foodstuffs. A suggestion to abolish market dues, with the object of reducing the cost of provisions, was met by the unanimous disapproval of the non-European members of the Board. These gentlemen were strongly of opinion that such action would only throw the revenue now collected by the Board to the petty traders, and would do nothing to cheapen foodstuffs or the cost of living in Kuala Lumpur. Towards the end of the year instructions were received from the Government that from the beginning of 1901 all market dues were to be abolished. This question, whether market dues have tended to increase the cost of foodstuffs, is thus now being thoroughly and practically tested—at, however, a very large cost to the Government. It appears, therefore, that an unimportant place like Kuala Lumpur has more enterprise and less "anxious consideration" than Hongkong.

At the Sanitary Board Meeting held yesterday afternoon Beaconsfield Arcade was declared fit for habitation and accordingly the premises were ordered to be released.

It is really quite distressing to hear that the Sanitary Board don't think Chinese ladies wash. And some of them married men too! Dear, dear, what is the world coming to when ungallant statements like this are made in public?

WE have been informed that to-morrow, Saturday, will be kept as a public holiday, in honour of the raising of the Government Dredger. This is absolutely untrue. On enquiry we learn that, on further anxious consideration, the date of upheaval is postponed till the anniversary of its turning turtle.

SPORTING NEWS.

Below we give the full programme of to-morrow's Gymkhana Meeting. It will be seen that the committee have arranged for three racing events pure and simple, and three of those fearful and wonderful performances of ladies and gentlemen that, through the unheeded effects, are amusing, if not edifying, to the spectators; passing over the last mentioned items we come to the first serious event of the day. That is the one mile handicap. It is a great pity that Glory and Kismet were not entered for this race, as we should have there been treated to a battle of the giants. As it is the entries total three, i.e. Lady Mary, Loyalist and Innocent. We may dispose of Innocent as being out classed, the question remains will glia, difference in the weights equalise matters between Lady Mary and Loyalist. We do not think it will, and quite expect the Black Jacket and Green Sleeves of Mr. A. H. Rennie to come romping home on

"LADY MARY."

In arriving at this opinion we take into consideration that Lady Mary will be in the capable hands of Mr. Master, who with a good mare under him should stall off any rush of Mr. Cruickshank on Loyalist.

The next sporting event is the steeplechase with three entries, and this, like all races of this description, is an open question. Mr. P. A. Cox up on Arrogant will assuredly go at anything and if Arrogant only knew enough would win. We do not think much of Treacle's chance, even with Mr. Cruickshank riding. Mr. May on Bengal will come safely through the course. With the fear in our eyes of Arrogant turning off or refusing we fancy

"BENGAL."

The most interesting race of the day will be the half mile, and the man who finds the winner should pocket a good stake. One of the most important factors in a short race is the rider; we append the following:—

Owner. Horse. Jockey.
Mr. May's Hoodoo Owner.
Capt. Warren's Kangaroo Capt. Des Vaux.
Mr. White's Arrogant Mr. P. A. Cox.
Mr. Gunner's Favourite Rose Mr. Geig.
Mr. David's Loyalist Mr. Cruickshank.

Each of the above contestants must be reckoned with. Take the first named Hoodoo, owner up; Mr. May having ridden him in all his gallops must know his every mood and, taking the half mile as he did last Tuesday, he should be close up at the finish; and bear in mind Hoodoo does finish well. Kangaroo, a notably fast half mile horse, has been to all appearances in the best of health and yet there is a something wanting and, although bound to be well up, we do not expect him to catch the judge's eye. Arrogant's condition will not, we think, allow him to win.

Favourite Rose, ridden by Mr. Geig, is in great fettle and a staunch little horse to beat. If Loyalist is pulled out again for this race he would be in it at the start and end of the tussle. We quite expect to see Hoodoo, Kangaroo, and Favourite Rose coming up the straight together and the one first past the post should be

"FAVOURITE ROSE."

The arrangements will be well carried out by the efficient committee as published, and anyone who wishes to venture a dollar or two on his fancy will be able to have a good run for his money.

EVENTS.

ONE MILE HANDECAP: for all Walers. Four to start or no race; entrance, \$3.00; 1st prize presented by the Hon. J. J. Bell-Irving, 2nd prize, \$20.00.

Mr. David's ch. g. Loyalist, 11st 10lb. Mr. Rennie's b. m. Lady Mary, 12st 5lb. Mr. White's br. g. Innocent, 10st 12lb.

LADIES' NOMINATION.—Despatch Race; entrance, \$1.00; prizes from Gymkhana Fund. A. receives a despatch, runs 100 yards and hands it to B. B. mounts his pony and rides halfway round the Course, dismounts and gets on bicycle on which he rides to a point 100 yards from winning post, hands despatch to lady seated in Ricksha who is dragged in by A. B. pushing behind; mafios allowed; competitors provide their own Rickshas.

Capt. The Hon. H. W. Trefusis, A.D.C., and Mr. Cruickshank and Mr. Lyon.
Capt. Des Vaux, R.E., and Mr. Bingay, R.E.
STEEPLECHASE.—For all ponies 12.2 and under. Over the Steeplechase Course; Catch Weights over 11 st 7 lbs. Entrance, \$2.00; 1st Prize presented, 2nd Prize, \$20.00.

Mr. White's b. g. Arrogant.
Mr. Cruickshank's wh. g. Treacle.
The Hon. F. H. May's b. g. Bengal.

LADIES' NOMINATION.—Cigar and Umbrella Race; gentleman rider to lady and dismounts; she hands him a cigar and lights it, then hands him an open umbrella; he mounts and finishes round a post and back, cigar alight and umbrella open; no mafios allowed. Prizes presented by Hon. F. H. May, C.M.G.

HALF MILE RACE; for all ponies 14.2 and under; weight for inches as per scale of 1901 race meeting. Entrance, \$3.00 1st prize, a Cup presented by D. Gillies, Esq., 2nd prize, \$20.00.

Mr. David's ch. g. Loyalist, 10st 13lb. Mr. Gunner's br. g. Favourite Rose, 10st 13lb. Capt. Warren's b. m. Kangaroo, 10st 13lb. The Hon. F. H. May's ch. g. Hoodoo, 10st 7lb. Mr. White's b. g. Arrogant, 10st 10lb.

BOWLS AT SWATOW.

A very interesting game of bowls was played on the evening of 25th at the Swatow Customs Bowling Alley between picked teams from the Customs and Shipping. The Customs was captained by Mr. Bryant (I.C.C.) and the Shipping by Mr. McFiggart of China Merchants. The Customs led slightly in the first part of the game, but owing to the brilliant display of Captain McFiggart, the shipping won a very interesting and close game by two points; after the game the teams and friends met in a convivial gathering, three cheers being given for the winning team.

HONGKONG COTTON SPINNING, WEAVING, AND DYING CO., LIMITED.

Yesterday at 4.15 p.m. took place the fourth ordinary annual meeting of the above Company at the offices of the general managers, Messrs. Jardine, Matheson & Co. Present Messrs: the Hon. J. J. Bell-Irving in the chair, the Hon. C. P. Chater, C.M.G., A. Haupt, C. McRoss, C. W. Dickson, B. Byramjee, A. Shaw, A. Finke, D. Gillies, Ho Fook, Ko Kown Tung, Yuen Hop, Ho W. Shang, Hon. Kwai Hin, Ah Lee, Chan Chau Nam and others.

The Secretary Mr. A. Brooke Smith read the notice convening the meeting.

The Chairman then made the following statement:—

Gentlemen.—The report and statement of accounts covering the period from 16th August last to 31st May have been in your possession for some days and with your permission I propose to treat them as read. The financial position of the Company during that period having been less satisfactory, mainly owing to the heavy charge for interest and the high price of raw cotton without a corresponding increase in the market value of yarn, the General Managers and Consulting Committee decided to close the Mill on 3rd April last and to tender to Shareholders a statement of accounts showing the actual state of affairs. As stated in the circular issued to Shareholders the estimated debts with interest thereon due by the Company on the 30th inst. after allowing for the proceeds of yarn, which has all been realized, will amount to \$1,130,000. I propose to reserve my further remarks on the present position and future of the Company until the Extraordinary General Meeting of Shareholders, which will be held immediately after this meeting, but meanwhile if any shareholder desires more detailed information than is stated in the report accounts and circular, I shall be pleased to give it.

The adoption was moved by the chairman seconded by Mr. D. Gillies and carried unanimously.

The retiring committee viz. Messrs. the Hon. J. J. Bell-Irving, Hon. C. P. Chater, C.M.G., and Mr. Haupt were re-elected.

Mr. Byramjee proposing and Mr. K. McRoss seconding, Mr. W. Hutton Poits was re-elected auditor.

After a short interval the extraordinary meeting was proceeded with. The Secretary read the notice and resolutions.

The Chairman then read the following propositions to the shareholders:—

Gentlemen.—This Extraordinary General Meeting has been called in order that the General Managers might have an opportunity of again putting before you the position of the Company and of ascertaining from you what you consider would now be the best course to adopt in order to safeguard your own interests. The circular dated the 12th inst. which was posted to each shareholder, would fully acquaint you with the present position of the Company. You are aware that from a variety of causes the cost of building and equipping the Mill very much exceeded the estimate made when the Company was floated. It is necessary you should understand that although the Capital was fixed at \$1,200,000, it was never contemplated that such a sum would suffice for the purposes mentioned. The idea, which then prevailed, was that the balance required for that and for Working Capital could be raised by debentures, which it was thought could be issued at a rate of interest below the prospective earning power of the Mill, and that there would be a distinct benefit to Shareholders. It was further anticipated that 3,000 shares not then issued could be placed at not below par, and, when the money was required, but unfortunately it has never been possible to realize either of these expectations, and the necessary funds to complete the Mill and to work it were provided by the General Managers, the amount thus advanced being at one time \$1,050,000. It was not to be expected that with unskilful operatives we should at the very commencement show profitable results, but unforeseen difficulties such as the outbreak of plague (which was very severe last year in the neighbourhood of the Mill) with its attendant restrictions, considerably retarded their becoming efficient as many of them eventually were. It is however, as I already stated at the ordinary meeting, to the abnormally high prices ruling for Cotton during the greater period of our running, without a corresponding advance in the price of yarn, due in a measure to the recent troubles in North China, together with interest on the large sum borrowed, that the position in which the Company now finds itself must be chiefly attributed. The General Managers and Consulting Committee recognized that after paying interest upon the heavy debt thus contracted there was no likelihood of being able to give in addition a satisfactory return upon a Capital of \$900,000 out of the profit which in normal times might reasonably be expected, and decided it was inadvisable to continue working under existing conditions. The Mill was accordingly closed on 3rd April last. As mentioned in the circular issued to Shareholders, it is for you to decide what has now to be done. There are, it seems to me, only two courses open to you, liquidation, or reconstruction. Unless you force them to it my firm do not wish to put the Company into liquidation, feeling that there is little or no likelihood of the property realizing the sum they have already advanced, and that Shareholders would in that event get nothing. The alternative of reconstruction is, however, only possible if you are prepared to reduce the face value of the present shares to 50 per cent. being in exchange for the scrip which you now hold. If you are ready to do this, the General Managers are of opinion, from carefully prepared estimates based upon the experience of past working, that under ordinary conditions the advantages of the change will allow of the Mill when in full work yielding a satisfactory return upon the proposed new Capital of \$1,250,000, and holding this view are willing to accept for their remuneration a percentage of the profits made, instead of commission upon purchases and sales as allowed to them under the present Articles. Messrs. Jardine Matheson & Co. who are still holders of the original shares allotted to them, propose to take one half of the additional Capital required, and to offer to the public the other moiety, but in the event of that moiety not being subscribed then they are prepared to increase their holding up to the total amount of Company's indebtedness which it is estimated will be approximately \$1,130,000 on 30th June. Apart from the relief from the present debt which would thus be afforded, there are further advantages attaching to the scheme which may not be so apparent to you. For instance after taking the land owned by the Company measuring 392,000 sq. feet at its estimated market value the Capital being limited to 123 lakhs would allow of machinery, which is of the very best description and practically as good as new, being written down from \$1,101,424.82 to \$550,700 or 50 per cent. of its present book value, and 20 per cent. being written off the book value of Buildings, thus permitting of having in Fire Insurance premium which has hitherto been a heavy item of expenditure, and also doing away with the necessity of making provision for depreciation of machinery and buildings for several years to come. The Buildings could not be erected at their original cost, only at a fraction thereof.

in the price of both labour and material. Furthermore, as you may possibly be aware, the land belonging to the Company is more than sufficient for our needs, having been acquired with a view to possible extension and the surplus area measuring over 150,000 sq. feet may be sold when a favourable opportunity occurs, thus reducing the taxation on the property, and providing a proportion of our Working Capital. Such further sum as may be required for Working Capital will be advanced by the General Managers at current rate of interest. These remarks, which I think cover the whole ground, will give you some idea of the economies possible under the new scheme. It only occurs to me to add that now the yarns are becoming known they command higher prices on this market than those current for the best Indian spinnings. Before putting the Resolutions of which you have had notice to the meeting, I invite your remarks on the situation, and any further information I can give is at your disposal.

No questions being asked or information wanted by the shareholders, the resolutions were adopted, being proposed by the Chairman, seconded by the Hon. C. P. Chater, C.M.G. The Chairman informed the shareholders there would be another extraordinary general meeting in about a fortnight to ratify the measures, and if so the mill would at once start again. This concluded the proceedings.

SANITARY BOARD.

At yesterday's meeting of the Sanitary Board there were present the President (Hon. W. Chatham, Acting Director of Public Works) in the chair, the Vice-President (Hon. H. May, C.M.G., Captain Superintendent of Police), Dr. Bell, (Acting Principal Medical Officer), Lieut.-Col. Hughes, R.A.M.C., Mr. A. Brown (Registrar-General), Mr. E. Osborne, Dr. Clark, (Medical Officer of Health), Mr. Fung Yau Chuen, and Mr. G. A. Woodcock, (Secretary).

CHAMBER OF COMMERCE AND THE PLAGUE.

The following extract from the Chamber's letter to the Government dealing with the plague epidemic in the colony was sent to the Board for report as to what had been done:—"It is unfortunately true that medical science has not yet discovered any means of successfully grappling with the plague, but that fact should not stand in the way of measures being taken to arrest its spread, or of the adoption of such precautions in the handling of the sick, the cleansing of drains and houses, and the inspection of slums, as might tend to curtail the ravages of this scourge within certain limits."

The attention of the Sanitary Board was further drawn to the fact that H. E. the Governor had sanctioned all but one of the suggestions put forward by the M. O. H. in a letter dated 28th January, 1901, for anticipating an outbreak of bubonic plague this year.

The suggestions were house-to-house inspection by European constables, the swearing-in of soldiers as special constables to prevent the depositing of dead bodies in the streets at night, the re-novation of the light regulations contained in Section 31 of Ordinance No. 1881 in that portion of the city west of Eastern Street (this was a suggestion disapproved of by H. E. the Governor), the cleansing of all houses in lanes where dead bodies were found, the offering of a reward of \$5 for information leading to the conviction of any person depositing a dead body in the street, and, lastly, the offering of a reward of \$1 for every living case of plague reported.

Dr. Clarke's minutes was as follows:—

"1. The handling of the dead.—There is a staff, consisting of three European officers, eight Portuguese foremen, three Chinese foremen, and 48 coolies, who are available for the removal of patients and the disinfection of premises vacated by them. A launch is also employed conveying the patients from Wanchai to Kennedytown, while police vans are used to tow a boat in which patients from Kowloon were brought over, until the K

the only way to proceed would be to erect a skylight in the roof. It had since been suggested to him that this proposal had better be embodied in the recommendation of the sub-committee looking into these affairs, and he therefore withdrew his motion.

THE HEIGHT OF BUILDINGS.
The Hon. F. H. May, President to notice, moved.

"That the Board urge the Government to insert in the New Building Ordinance or otherwise enact without undue delay the following provisions—

"(1) No building shall exceed in height 1 1/2 times the width of the street upon which it fronts, as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side. The width of any street which is not provided with a foot-path shall be the shortest distance measured between the main walls of the buildings on the opposite sides thereof, or the building line as determined by the Director of Public Works where there is no building line.

"(2) No verandah shall be erected in any street of a less width than fifty feet nor in any street which is not provided with a foot-path of the width of 10 feet on that side of the street on which it is proposed to erect the verandah.

"(3) No balcony shall be erected in any street of a less width than 30 feet nor in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed to erect the balcony.

In proposing the motion Mr. May said that by a former regulation of the Board in connection with the Insanitary Properties Bill, which became law in 1892, it was recommended that the height of all buildings to be erected in the future should not exceed one and a half times the width of the street on which they fronted. This recommendation had formed a good deal of opposition from property owners, with the result that, in the Ordinance as finally passed the provision was only made to apply to houses erected on land purchased or acquired from the Crown subsequent to the passing of the Ordinance. To this concession the Board agreed, and in doing so was very wrong. Mr. May had regretted his acquiescence in that concession more than anything he had done for the last eight or nine years. On 1st February the sub-committee of the Board which was appointed to draw up a scheme of sanitary improvements for the City of Victoria repeated the proposition to restrict the height of buildings. Mr. May read a few extracts dealing with the density of the population and the increase of the death-rate.

He went on to point out that it had been proved in England that whereas the death-rate of rural England is only 16 per 1,000 the death-rate of urban England is 22 per 1,000. He believed this was due to the height of buildings which was under the consideration of the Government, whose attention had been drawn, since the sub-committee submitted its report on 1st February, to the great obstruction caused by verandahs and balconies. As the result of this, he had come to the conclusion—and hoped the Board would agree with him—that to restrict houses to one and a half times the width of the street on which they front was not sufficient. He based his arguments on the example afforded by Queen's Road. This was called a fifty-foot street, and under the existing law houses could be erected on it to a height of seventy-five feet. Now the roadway in Queen's Road only measured thirty feet across, ten feet on each side being taken up by pavements which were covered over by verandahs. He asked any man of common sense to contemplate the condition of this city when a street like Queen's Road, the width of which only measured thirty feet, verandahs on each side as it would be unless measures were taken to stop it. With houses seventy-five feet in height, how much sunlight would ever reach the ground floors, perhaps even the second floors of such houses. The object of sections 1 and 2 of his resolution (which he would like to make one, if the Board will permit him) was that Queen's Road, for the purpose of the first paragraph of section 1, should be regarded as a street of thirty feet, and not as a street of fifty feet. The result of this would be that the houses would be limited to a height of forty-five feet—just about the height of three-story buildings. He pointed out that such houses would be quite high enough for that street, seeing that, if there were verandahs on both sides, to make them any higher would be an insupportable thing to do. A lane which is one inch over fifteen feet in width could be, said Mr. May, over-shadowed on both sides by houses forty feet in height. This thing would go on, too, unless some one steps in and stops it. Since this resolution was circulated he had amended sub-sections 3 and 4, the object being to further restrict verandahs and balconies and to give more ventilation and more air to domestic dwellings. This provision, if it came into force of law, would undoubtedly excite great opposition, and owners of properties would cry out for compensation. On that point Mr. May said, if a man, say in Queen's Road had erected already a house fifty feet in height, and you stepped in and said—"For every house coming down you shall not erect another in its place of a greater height than forty-five feet," then in his opinion such a man would have an equitable claim for compensation, and he ought to get it. But if a man had a house not over forty-five feet high, you simply make a law to say—"When you erect other houses you shall not exceed forty-five feet." He could not see that that man, either in law or equity, had any claim to compensation. He did not want to take from any man what was legally or justly his, but this was, he thought a common-sense way of looking at it. He was perfectly convinced that this question of limiting the height of buildings was limiting them further than the existing law demands, and that which must be tackled sooner or later. They could not always allow houses to be erected in this colony to the height to which they could be erected under the existing law. If they did they were defying one of the first principles of sanitation. If they overcrowded the city it could not and would not be healthy for the inhabitants, and they must suffer. He ventured to predict that if the colonists in this colony did not arise to a sense of the situation and prevent the houses in Queen's Road and elsewhere from being built to these ridiculous heights, they would most assuredly regret it, for the day was surely coming when all these houses would be raised to seventy-five feet in height, everyone of them. The colonists would then have to take the consequences, and they would find that it was a question not of days, but of years, and that compensation would have to be paid for every house in Queen's Road from one end to the other. He used the term colonists, and by that meant every person living in the colony, whether official or unofficial. It was one of the watch-words of wise statesmen not to legislate ahead of public opinion, and if that was true of any form of legislation, it was preeminently true of legislation in sanitary matters. No Government was ever willing to enact drastic sanitary legislation unless backed by a considerable share of public opinion. He appealed to all men who would sit down quietly and look a few years ahead—not one year or two years, but fifty, sixty, and a hundred years. This colony of Hong Kong was only a new colony, but it was going to grow into a very

important colony and to become one of the biggest trading centres in the British Empire. It was their duty to see that the colony was not hampered in that growth with a millstone tied round its neck in the shape of an insanitary city built in defiance of all sanitary principles accepted in other parts of the world.

Mr. Chatham, in seconding Mr. May's motion, said that he had made a very able speech on the subject, and there was practically nothing to add to it. He only wanted to make one remark—that he sometimes wondered why the Board allowed such recommendations to go forward. The latest proposal permitted houses to be erected to a height equal to one and a half times the width of the street, and as the Vice-President said, that enabled the houses in Queen's Road to be built to a height of seventy-five feet. The only benefit that accrued from the recent legislation was in the case of narrow streets. Over in Kowloon practically every road was fifty feet in width; some were sixty and some even seventy-five feet in width. Under these circumstances the recommendation of the Board that houses should be restricted to one and a half times the width of the street had practically no effect. Under the former legislation the height was seventy-five feet, and when it came to building to a height of seventy-five feet, owners of properties might as well be allowed to go an extra foot. The sooner the proposed restrictions were adopted the sooner would real progress be made in the direction of making Victoria a healthier city.

"Dr. Clark said he thought they were all in favour of the resolution. There was only one point in Mr. May's speech he wished to comment upon, and that was that gentleman's regret that the Board had acceded to the recommendation in the bill of 1899 governing the height of buildings. If he was not mistaken, the Board was practically forced into it. The bill was shelved for eighteen months, and was sent back again and again, finally to appear in the form they were discussing. The Government had asked the Board to prove by statistics that if they reduced the height of buildings the death-rate would be less, but that was a question regarding which it was safe to assume there could be little doubt. Perhaps Mr. May would add something to that effect in his resolution?

This Mr. May declined to do. Dr. Clark went on to say that on behalf of the Government, he went carefully into the sick returns of the Tuen Wah Hospital for last year, and showed to the satisfaction of the Government that the great bulk of sick people come from houses in narrow lanes and a small percentage from houses in wide streets.

Mr. Osborne thought that Dr. Clark's remarks were perfectly true. The Sanitary Board, after this bill had been read once in Council and shelved for about two years, by dint of pegging away at the Government, got the bill at last in a mangled form. It was remarked at the time that it was better to accept the bill, mangled though it was, than to go on as they were going and allow such buildings to be run up.

Mr. May said, in regard to the bill being hung up, that there was a change of Governors at the time, and it was hardly to be expected that the new Governor was going to take on a bill like that the first week of his arrival. Further, it was not fair to characterise the bill as mangled; they got what they asked for except in relation to the height of buildings.

After a short discussion Mr. May's motion was put to the meeting and carried unanimously.

TORPEDO WORKSHOPS.

Correspondence was submitted relative to the sale of a portion of Li-chi-kok for the erection of new torpedo-workshops, etc. The correspondence had relation to the following letter, dated 2nd May, from the Commodore Secretary to the Colonial Secretary:—"I am desired by the Commodore to enquire whether there is any objection on the part of the Admiralty authorities to selling to the Admiralty the ground marked 'Plateau' and 'Rock Promontory' is no objection, what would be the approximate cost? The land is required for the purpose of establishing a torpedo-store and workshop, and a range for testing torpedoes, and as deep water is found comparatively close to the shore off the promontory, it is not considered that a more suitable site can be found within the limits of the harbour."

The Director of Public Works was requested to report, and did so to the effect that the area applied for was overlapped by the site of a segregation camp, and it was very probable that if the Admiralty were allowed to acquire a portion of the property they would object to the segregation camp being established in their vicinity. The pathway which formed the main route of communication between villages crossed Tsim Wan and the neighbourhood villages crossed the area which the Admiralty desired to acquire. This route must be preserved in order to construct a good road at some future period, giving access to the villages referred to and to other portions of the New Territory. For these reasons the application would have to be modified, and it would also be desirable to ascertain what area must be reserved for the segregation camp. The President concluded his report by suggesting that the Sanitary Board be consulted.

The suggestion was adopted, and the matter submitted to the Board, with the following minute from H.E. the Governor:—"It appears to me that a segregation camp in this position will involve large expense in necessary arrangements to confine segregated people to the camp."

The following minutes were appended:—
Mr. Osborne:—"I am under the impression that the whole peninsula was to be reserved for a segregation camp."

Dr. Clark:—"The land should not be sold, as it is greatly needed by the Colonial Government."

Hon. F. H. May:—"I regard the segregation camp as a very necessary work, not so much for quarantine purposes as to help us to deal with plague in its initial stages."

The President moved that in the opinion of the Board it was inadvisable to part with any portion of this land.

Dr. Clark seconded, and the motion was unanimously carried.

MATCHED HOSPITALS AT KOWLOON.

Dr. Clark said:—"It will be remembered that the Board at a recent meeting consented to the erection of two matched hospitals at Kowloon by the Godown Company for the treatment of sick workmen. A number of petitions have come in protesting against it."

The President proposed that the Government be notified that the Board approves of the removal of these hospital matcheds from Kowloon Point.

The proposal was agreed to.

AT THE MAGISTRACY.

OPIMUM CASES.

There was a fair business doing in opium cases this morning at the Magistracy, values were fully maintained, fines on the upward grade. Cheung Im \$100 or 2 months' hard labour. He was prepared to do it.

Lo Oi, \$100 or 2 months, settled up on differences. So Man also was able to save the "Knock" and paid \$75.

In face of these facts we are of opinion the market for opium will remain

CROSS-SUMMONS.

Ling Ah Sung charged Mr. Hill and Mr. Kennedy for assault. These gentlemen summoned Ling with using abusive and insulting language and he denied the assault. Mr. Hill swore, said that the defendant caught hold of the head of a pony he was about to drive, nearly throwing the whole lot over the wall into the aullah; he got down and took him into the office. Neither he nor Mr. Kennedy struck the defendant. Mr. Kennedy said, that he had been sick and heard the rumpus while lying on the verandah. He did not hit the man. The case against Messrs. Hill and Kennedy was dismissed. Ling Ah Sung was bound over in \$100 to keep the peace. In this case Ling appeared tastefully arranged with his right hand in a sling; this was where he was struck. If Mr. Hazledand had inspected the injury more closely, he would have noticed the hand and wrist had been carefully blistered.

THE PLAGUE.

Number of cases reported (Chinese) 1,495 up till noon of the 27th June, 1901
Other Asiatics 32
Europeans 25
Number of cases reported (Chinese) 5 during the past 24 hours
Other Asiatics 0
Europeans 0
Total number of cases reported to date 1,481

Number of deaths reported (Chinese) 1,369 up till noon of the 27th June, 1901
Other Asiatics 32
Europeans 9
Number of deaths reported (Chinese) 3 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 1,413
Since noon on Saturday last the cases and deaths are—

Cases Chinese 56
Other Asiatics 0
European 2
Total 58
Deaths Chinese 58
Other Asiatics 1
European 0
Total 59

The plague returns for last week were—
Cases 155
Deaths 152
The returns for 26th June, 1894, were—
Total deaths to date 3,175
New cases in previous 24 hours 8
Deaths in previous 24 hours 15
Patients under treatment 146

All the Europeans now in Kennedy Town Hospital are progressing favourably.

Mrs. Primrose is doing well and is past the critical period.

FOOCHOW NOTES.

FOOCHOW, June 22nd.

The fire on Wednesday night between Mr. Melnikoff's house and Ewo garden was not a very serious affair, though there was a good deal of noise in connection with the moving of fire engines to the spot.

In accordance with time-honoured custom about this period of the year the river is full to overflowing and the bridges are impassable. The Race Course and Recreation Ground are under water, as is also much of the low lying land about, but there is no great depth of water and the paddy fields appear to have no more, so far, than they can comfortably manage with.

Mr. G. Le Bas Rickman, lately Acting Deputy Commissioner of Customs at this port, is voluntarily retiring from the service and going home. No one can gainsay the actions of the I.G., but it does appear somewhat hard that 21 years good service should have met with no recognition when the opportunity presented itself, and that Mr. Rickman should be driven to adopt the only course left open to him, namely, to resign. It is with regret we part with him, and the circumstances under which he is going make his leaving us doubly regrettable.

In his official capacity he was always courteous and obliging, and socially he was very much liked and made many friends. He was much liked and made many friends. He was much liked and made many friends.

We have to congratulate Mr. G. H. Macgregor, Superintendent of the Joint Telegraph Companies here, on his promotion. He leaves for Banjoewang to-morrow and we wish him Bon voyage.

The business passing in the Tea market has been small this week as compared with last year and previous years in this early period of the season. Prices for Congou are easier, but the demand must lower them yet considerably before the normal daily June transactions can be expected to take place.—ECHO.

THE SONG OF THE SINGAPORE DRAIN.

(DEDICATED, WITHOUT PERMISSION, TO THE MUNICIPAL COMMISSIONERS OF SINGAPORE.)

Now sing a song of the Singapore Drain, And of all the foul gases it off does contain, Which are wafted towards us again and again. (In the driest of weather and also in rain, Though the Singapore folk are heard to complain.)

It is needless to say they do so in vain: Though the Doctors—wise men, who are perfectly sane! Have often declared that these drains are a base.

Bringing Typhoid and Typhus and bad germs in their train, Still the Municipality sneer in disdain, And in forcible language are heard to maintain.

That it's best those foul ditches should ever remain, That the odours arising by street and by lane, Are warranted harmless and good for the brain, And much more do they say in a similar strain, And before very long, they do make it quite plain.

You may say what you like again and again, And waste your wise words for there's nothing to gain, And at last you decide you had better refrain.

CASSIO.

(Cut without permission) from the Singapore Free Press and re-dedicated (also without permission) to the Hongkong Government. For Singapore, read Hongkong, and for Municipality, Government.—Ed. H.K.T.

THE CHEFOO-WEI-HAI-WEI CABLE.

A Parliamentary paper just issued gives a copy of the agreement entered into on April 23rd between His Majesty's Government and the Eastern Extension, Australia, and China Telegraph Company for the provision and working of a submarine cable between Chefoo and Wei-hai-wei, together with a copy of the Treasury minute on the subject. This minute notes the need for telegraphic communication with Wei-hai-wei, which was apparent soon after its occupation, and became still more urgent in view of the events of last year. In the course of the negotiations the Eastern Extension Company intimated that it had been asked by the local Chinese Telegraph Administration to extend its cables to Chefoo and Taku, and that if this extension were made, communication with Wei-hai-wei could be effected by the laying of a comparatively short cable thence to Chefoo. The terms offered by the company were accepted by the Government, which requested the company to lay the new line as rapidly as possible. It was opened for working on Sept. 1st last year. We (New Press) may quote—

The present agreement recites the arrangement explained above, and provides for the payment to the company of the sum of £16,000 for the construction and laying of the cable within three months of the approval of this contract by the House of Commons. It also provides for an annual payment of £4,000 to the company for working the cables on behalf of His Majesty's Government so long as they may so work it, and maintain the connection between it and the Taku-Chefoo-Shanghai cable. His Majesty's Government will pay for any repairs required to the cable. The agreement further stipulates for the employment of British staff at Chefoo and Wei-hai-wei, and for the transmission of all traffic between these places, Shanghai and Hongkong as far as possible by British staff. His Majesty's Government undertakes to protect the company during the working of the cables, and to use its best endeavours to secure from the Chinese Administration the due fulfilment of its engagements with the company so far as they relate to the Taku-Chefoo-Shanghai cable, or to matters arising out of this agreement.

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SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

June 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer, of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Italian*, has been transferred to the *Haitong* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted and mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haitong*.

Mr. A. B. Short is acting chief officer of the *Italian*.

Mr. C. Walker, late 3rd officer of the *Haitong*, is promoted and officer of the *Italian*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Haitong*.

Mr. Fairfield, has been appointed supernumerary 2nd officer of the *Italian*.

June 26th.

The officers of the s.s. *Tsima* are, Captain O. Anderson, chief officer C. Webb, 2nd A. Burt, 3rd J. Carter, chief engineer J. Rutledge, and Mr. Murray, 4th J. Maquire, 4th J. Smythe, chief steward J. Wilson.

The officers of the s

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU..... J. S. Thompson.	KOBE and YOKOHAMA.....	FRIDAY, 5th July, at Daylight.
IDZUMI MARU..... M. J. Carnow.	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 8th July, at 4 P.M.
WAKASA MARU..... J. B. McMillan.	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU..... T. Mura.	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 16th July, at Noon.
BINGO MARU..... F. Davies.	KOBE and YOKOHAMA.....	FRIDAY, 19th July, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 4th July, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th July, at Noon.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 24th Aug., at Noon.	

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Captains.	Proposed Sailings.
Queen Adelaide.....	2,832 F. McNair.....	July 8
Olympia.....	2,837 J. Truebridge.....	July 16
Glenagie.....	3,750 W. Frakes.....	July 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

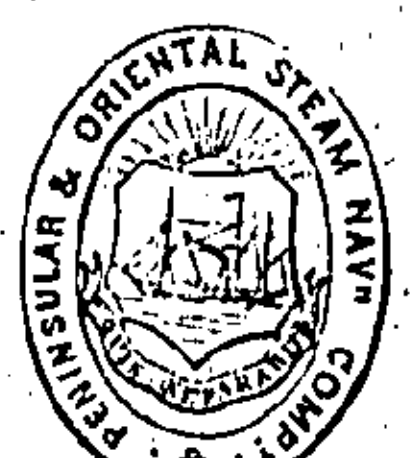
HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th June, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, at Noon, taking Passengers and Cargo, for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 22nd June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

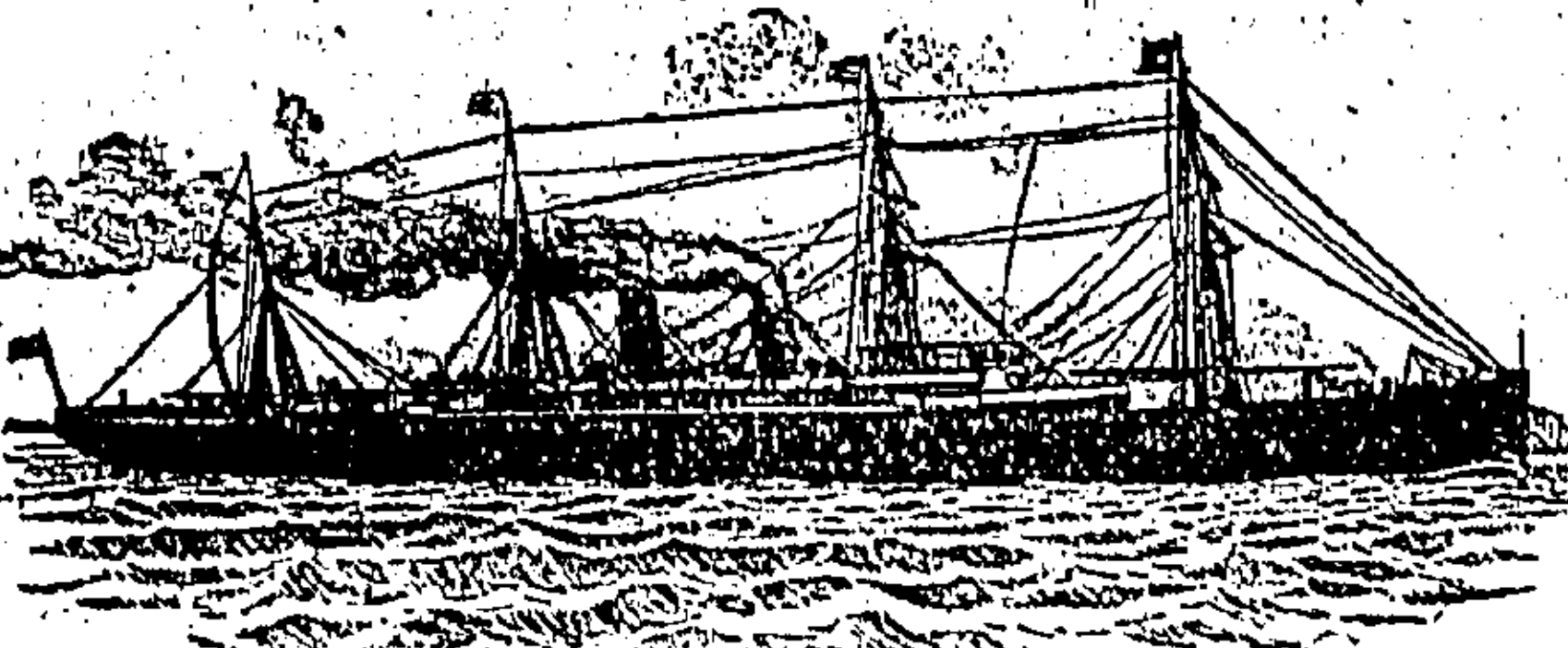
"LOWTHER CASTLE".....about 2nd July
"HUDSON".....about 1st Aug.
"JUPITER".....
"SATSUMA".....

* Calling at MANILA. For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 24th June, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"CITY OF PEKING".....	SATURDAY, 13th July, at Noon.	
"GAELIC".....	TUESDAY, 23rd July, at Noon.	
"CHINA".....	TUESDAY, 6th August, at Noon.	
"DORIC".....	THURSDAY, 15th August, at Noon.	
"PERU".....	SATURDAY, 31st August, at Noon.	
"OPTIC".....	TUESDAY, 10th September, at Noon.	

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU.....	"CHINKIANG".....	29th instant.
YOKOHAMA, KOBE and MOJI.....	"TSINAN".....	2nd July.
BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	6th July.
SHANGHAI.....	"WOOSUNG".....	6th July.
TIENTSIN.....	"KWEIYANG".....	10th July.
MANILA.....	"TAIWAN".....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIWAN".....	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"DEUCALION".....	30th June.
"	"PATROCLUS".....	10th July.
"	"STENTOR".....	23rd July.
"	"TANTALUS".....	29th July.
"	"IDOMENEUS".....	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"PROMETHEUS".....	11th July.
"	"ALCINOUS".....	23rd July.
LIVERPOOL (DIRECT).....	"PELEUS".....	6th August.
(Taking Cargo at LONDON RATES.)	"GLAUCUS".....	15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 28th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 29th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th June, 1901. [226c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, on SUNDAY, the 30th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 27th June, 1901. [675c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901. [321c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments. Hongkong, 27th June, 1901. [676c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain J. Rafferty, will be despatched as above on or about the 10th July. For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. [599c]

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP. THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 4th July. For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 18th June, 1901. [644c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 18th June, 1901.

Hongkong, 18th June, 1901.

Hongkong, 18th June, 1901.

